

Wings Over Whiteman

Special Issue of the Spirit Times



WOW Whiteman AFB MO
June 17-18 2006

Poster designed by SrA Jacqueline Pender

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SPIRIT TIMES

Whiteman Air Force Base, Mo.

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For more information, call the *Spirit Times* office at 687-6133, e-mail: spirit.times@whiteman.af.mil, fax us at 687-7948, or write to us at: 509th BW/PA, 509 Spirit Blvd. Ste. 111 Whiteman AFB, Mo. 65305

Help prevent Foreign Object Damage

Hold it!

That penny, the stick from that frozen treat, even that paper wrapper in your hand – they can all become FOD!

Left on an aircraft parking ramp, such debris can wreck a jet engine, jam aircraft controls or damage an aircraft enough to cause a mishap. Debris which causes such disastrous events is called FOD, short for foreign object damage.

Keeping Whiteman Air Force Base FOD-free is essential to protecting our aircrews and their machines – machines purchased with your tax dollars. So it's everyone's business to eliminate FOD.

Every day, Air Force people are on guard for loose nuts, bolts, stones, bits of wire and anything else that might find its way into the vicinity of aircraft. At the air show, it's also your job to see that any loose debris is placed in trash receptacles.

Please keep in mind that FOD can cause millions of dollars' worth of damage to aircraft engines. A jet's intake acts like a powerful vacuum, pulling in tremendous amounts of air to make the engine operate. That vacuum also pulls in FOD.

At the same time, the exhaust from a jet engine can blast debris with enough speed to injure workers or damage another aircraft.

So please help us protect our people and your investment. Keep the flight line, aircraft ramps, hangars and other air show areas free of all debris. Use trash receptacles for your trash and pick up any that you might see.

Don't let trash damage an aircraft.



Commander's Welcome

By **Col. Greg Biscone**
 509th Bomb Wing commander
 and **Col. Pat Cord**
 442nd Fighter Wing commander



Col. Greg Biscone
 509th Bomb Wing commander



On behalf of the Airmen, Soldiers and Sailors – active, reserve and guard who together serve here as part of your nation's defense team, welcome to Whiteman. The men and women of the 509th Bomb Wing and the 442nd Fighter Wing are proud to co-sponsor the 2006 Wings Over Whiteman air show.

This year, we are fortunate to host more than 25 world-class aerial performers. With precision and speed, these aviators will display remarkable talent and incredible teamwork ... the very skills possessed by our fighting forces around the globe.

In addition to enjoying all the aircraft on the ramp and aerial acts in the sky, we hope you take some time to talk to the men and women who serve in our Nation's military – our most valuable resource is our people.

As you enjoy your visit with us today, please take a moment to remember your neighbors and teammates who may be far from home manning the front lines in the global war on terrorism. We currently have more than 500 Whiteman active, reserve and national guard Airmen deployed to Iraq, Afghanistan and the Pacific region, providing air and space power for America.

We are very proud to showcase the world's greatest military force. To our community guests today, we speak for all the men and women of "Team Whiteman" in expressing our appreciation for your enduring support. Please take this great opportunity to ask questions and learn about your Air Force, our Airmen, the other armed services, and – most importantly – to meet the dedicated professionals serving in our Nation's defense.

We are honored to have this opportunity to share with you our rich heritage, our first-class capabilities, and this historic installation that we call home.



Col. Pat Cord
 442nd Fighter Wing commander



Whiteman Air Force Base

Past, present and future

Sixty miles to the southeast of Kansas City, Mo., nestled among the wooded, rolling hills of west-central Missouri, and two miles south of Knob Noster, is the bustling community of Whiteman Air Force Base.

Today Whiteman is the home of the 509th Bomb Wing, which operates and maintains the Air Force's premier weapon's system, the B-2 Stealth Bomber, the Air Force Reserve 442nd Fighter Wing, the Missouri Army National Guard 1st Battalion 135th Aviation Unit and the U.S. Navy Reserve Mobile Inshore Undersea Warfare Unit 114.

Whiteman's proud heritage dates back to 1942 when U.S. Army Air Corp officials selected the site of the present-day base to be the home of Sedalia Army Air Field and a training base for WACO glider pilots, who saw action in World War II.

Following the war, the airfield remained in service as an operational location for Army Air Corp C-46 and C-47 transports. In December 1947, the base was inactivated but with the birth of the U.S. Air Force as a separate, independent service, and the subsequent formation of the Strategic Air Command, the site of the former airfield was considered for other missions.

On August 24, 1955, the U.S. Air Force, informed Mrs. Earlie Whiteman of Sedalia that the recently reopened Sedalia Air Force Base would be renamed Whiteman Air Force Base in tribute to her son, 2nd Lt. George A. Whiteman, was one of the first airmen killed during the assault on Pearl Harbor on December 7, 1941.

In August 1951, SAC selected Sedalia AFB to be one of its new bombardment wings, with the first all-jet bomber, the B-47 Stratojet, and the KC-97 aerial refueling tanker assigned to the unit.

Construction of facilities was conducted by the 4224th Air Base Squadron until October 20, 1952, when the base was turned over to the 340th Bombardment Wing. The first B-47 arrived on March 25, 1954 and six months later the first KC-97 arrived.

The early 1960s ushered in a period of change for Whiteman and the 340th when the Department of Defense declared that the B-47s and KC-97s would be retired.



Whiteman Air Force Base, circa 1942.

The story of the 351 Strategic Missile Wing at Whiteman began in April 1961 when test borings made in the area around the base determined the geological make-up would support a land-based ICBM system. Three months later the DOD announced plans to base the Minuteman I ICBM system at Whiteman. Groundbreaking ceremonies with a host of dignitaries in attendance were held in April 1962 at the site now called Oscar-01.

The project called for the excavation of 867,000 cubic yards of earth and rock. Contractors used 168,000 yards of concrete, 25,355 tons of reinforcing steel and 15,120 tons of structural steel, and the installation of a vast underground intersite network with enough cable to run from Whiteman to 100 miles beyond Los Angeles.

Amazingly, the construction and equipping of the 150 missile sites and 15 launch control centers took only two years, two months, and two weeks to complete. On June 29, 1964, the 351st went on full operational alert.

During the period May 1965 to October 1967 the Minuteman I was upgraded to the Minuteman II. Other modernization programs in the following decades improved the system and increased the survivability of the missile.

In the mid-1980s the Minuteman Integrated Life Extension program improved the safety, maintainability and reliability of the

missile facilities.

On July 31, 1991, President George H.W. Bush and Premier Mikhail Gorbachev signed the historic Strategic Arms Reduction Treaty which called for dismantling and destruction of the Minuteman II ICBMs.

President Bush ordered a stand-down of all Minuteman II missiles from alert well before the requirements of START called for such action. Less than 24 hours later, the 351st reported to SAC that its missile were off alert.

Two years later the wing's first launch control center, India-01, shut down operations. On May 7, 1993, the last reentry vehicle was removed from Golf-02, and on December 8, 1993 the wing imploded its first silo, India-02.

On May 18, 1995, the last Minuteman II missile, located at Juliet-03, was removed from its site. The 351st SMW was officially inactivated on July 31, 1995.

In 1988 Congressman Ike Skelton announced the B-2 Advanced Technology Bomber would be based at Whiteman. On September 30, 1990, the 509th Bomb Wing was transferred to Whiteman and in July 1993, accepted host responsibilities for the base. During this same month the wing received its first fixed-wing aircraft, a T-38 complete with a B-2 style paint job.

On December 17, 1993, the ninetieth anniversary of Orville Wright's historic first successful, controlled, heavier than air powered flight at Kitty Hawk, North Carolina, the world's most sophisticated and advanced aircraft, the B-2 Advanced Technology Bomber, the Spirit of Missouri, arrived at Whiteman Air Force Base.

The most powerful weapon is not, however, the B-2: it is Whiteman Airmen. The 509th BW has recently deployed more than 1,600 Airmen from 24 squadrons in support of global combat operations.

Airmen were also on the front lines of disaster bringing relief to the Gulf Coast after Hurricane Katrina devastated the region in September 2005. Whether serving at home or in forward locations, Whiteman Airmen exemplify the phrase, "Service before Self."



B-2 Spirit

Mission

The B-2 Spirit is a multi-role bomber capable of delivering both conventional and nuclear munitions. A dramatic leap forward in technology, the bomber represents a major milestone in the U.S. bomber modernization program. The B-2 brings massive firepower to bear, in a short time, anywhere on the globe through previously impenetrable defenses.

Features

Along with the B-52 and B-1B, the B-2 provides the penetrating flexibility and effectiveness inherent in manned bombers. Its low-observable, or "stealth," characteristics give it the unique ability to penetrate an enemy's most sophisticated defenses and threaten its most valued, and heavily defended targets. Its capability to penetrate air defenses and threaten effective retaliation provide a strong, effective deterrent and combat force well into the 21st century.

The revolutionary blending of low-observable technologies with high aerodynamic efficiency and large payload gives the B-2 important advantages over existing bombers. Its low-observability provides it greater freedom of action at high altitudes, thus increasing its range and a better field of view for the aircraft's sensors. Its unrefueled range is approximately 6,000 nautical miles (9,600 kilometers).

The B-2's low observability is derived from a combination of reduced infrared, acoustic, electromagnetic, visual and radar signatures. These signatures make it difficult for the sophisticated defensive systems to detect, track and engage the B-2. Many aspects of the low-observability process remain classified; however, the B-2's composite materi-

als, special coatings and flying-wing design all contribute to its "stealthiness."

The B-2 has a crew of two pilots, a pilot in the left seat and mission commander in the right, compared to the B-1B's crew of four and the B-52's crew of five.

Background

The first B-2 was publicly displayed on Nov. 22, 1988, when it was rolled out of its hangar at Air Force Plant 42, Palmdale, Calif. Its first flight was July 17, 1989. The B-2 Combined Test Force, Air Force Flight Test Center, Edwards Air Force Base, Calif., is responsible for flight testing the engineering, manufacturing and development aircraft on the B-2.

Whiteman AFB, Mo., is the only operational base for the B-2. The first aircraft, Spirit of Missouri, was delivered Dec. 17, 1993. Depot maintenance responsibility for the B-2 is performed by Air Force contractor support and is managed at the Oklahoma City Air Logistics Center at Tinker Air Force Base, Okla.

The combat effectiveness of the B-2 was proved in Operation Allied Force, where it was responsible for destroying 33 percent of all Serbian targets in the first eight weeks, by flying nonstop to Kosovo from its home base in Missouri and back. In support of Operation Enduring Freedom, the B-2 flew one of its longest missions to date from Whiteman to Afghanistan and back. The B-2 completed its first-ever combat deployment in support of Operation Iraqi Freedom, flying 22 sorties from a forward operating location as well as 27 sorties from Whiteman AFB and releasing more than 1.5 million pounds of munitions. The B-2's proven combat performance led to declaration of full operational capability in

December 2003.

The prime contractor, responsible for overall system design and integration, is Northrop Grumman Integrated Systems Sector. Boeing Military Airplanes Co., Hughes Radar Systems Group, General Electric Aircraft Engine Group and Vought Aircraft Industries, Inc., are key members of the aircraft contractor team.

General Characteristics

Primary function: Multi-role heavy bomber

Prime contractor: Northrop Grumman Corp.

Contractor team: Boeing Military Airplanes Co., Hughes Radar Systems Group, General Electric Aircraft Engine Group and Vought Aircraft Industries, Inc.

Power plant: Four General Electric F-118-GE-100 engines

Thrust: 17,300 pounds each engine

Length: 69 feet (20.9 meters)

Height: 17 feet (5.1 meters)

Wingspan: 172 feet (52.12 meters)

Speed: High subsonic

Ceiling: 50,000 feet (15,240 meters)

Takeoff Weight (Typical): 336,500 pounds (152,634 kilograms)

Range: Intercontinental, unrefueled

Armament: Conventional or nuclear weapons

Payload: 40,000 pounds (18,144 kilograms)

Crew: Two pilots

Unit cost: Approximately \$1.157 billion (fiscal 98 constant dollars)

Date deployed: December 1993

Inventory: Active force: 21 (1 test); ANG: 0; Reserve: 0

Take precautions to avoid heat-related injuries

Team Whiteman is eager to show off the B-2 and highlight the technological advances in airpower. This should be a weekend of fun, pride and excitement for people of all ages.

Unfortunately, everyone is at risk for possible heat injuries during the air show and precautions should be taken to minimize sunburn, heat rash, heat cramps, heat exhaustion and heat stroke.

Therefore, people need to drink plenty of fluids before, during and after involvement in air show activities.

People can replenish lost fluids throughout the day by drinking 8 ounces of water or sport drinks every hour even if they don't feel thirsty.

If drinking alcohol, use caution and drink extra water to prevent dehydration.

Free water is available on the flight line throughout the air show. People can also bring their own water.

A handy "Clip and Save" is provided to highlight the signs and symptoms of sunburn and heat stress injuries and treatment to follow.

As a reminder, infants, elderly and any-

one not acclimated to Missouri's summertime heat should take special precautions to wear sunscreen and drink fluids to prevent a serious heat-related injury.

During the air show, if anyone happens to think someone is suffering from possible heat-related problems these steps may be helpful.

■ Assist the person to an area out of the immediate sun (shady side of a building, air-conditioned vehicle, medical tent, etc.)

■ If the person has tight or constrictive clothing on, loosening those items (when appropriate) to allow air circulation to cool the skin.

■ Offer a cool drink of water. Avoid ice-cold beverages, alcohol or caffeine as each of these may cause additional problems.

■ Look for someone to assist if the person continues to have problems.

Bystanders may assist by locating medical personnel circulating in golf carts and at the medical tent. This assistance may speed transport to appropriate care and prevent an adverse outcome.

(Courtesy of the 509th Medical Group)

Sunburn

■ First degree — red and painful skin

■ Second degree — blistering and/or peeling

Prevention: Limit exposure to bare skin. Use sunscreen of SPF 15 or higher.

Heat rash

■ Red rash, itching

Prevention: keep skin clean and dry

Heat cramps

■ Sudden onset

■ Hot, moist skin

■ Normal pulse, normal to slightly high body temperature

Prevention and treatment: Move to a shaded area and loosen clothing. Replace fluids, wait to see if cramps go away and seek medical attention if cramps persist.

Heat exhaustion

■ Heavy sweating

■ Intense thirst from dehydration

■ Cool, moist skin (clammy and pale)

■ Weak rapid pulse (120 to 200)

■ Low to normal blood pressure

■ Fatigue or loss of coordination

Prevention and treatment: Move to shaded area and cool rapidly. Fan the victim or pour cold water over them. Loosen clothing and elevate victim's legs and massage limbs. Give replacement fluids and wait for medical assistance to arrive.

Heat stroke

■ High body temp. (over 103 degrees F)

■ Absence of sweating

■ Hot, red, flushed skin with a rapid pulse

■ Difficulty breathing, elevated blood pressure, confusion, nausea and/or vomiting.

Prevention and treatment: SEEK IMMEDIATE MEDICAL TREATMENT! Follow procedure for heat exhaustion.

A look back at the history of the 509th Bomb Wing

The 509th Bomb Wing traces its historical roots to its World War II ancestor, the 509th Composite Group which was formed with one mission in mind: to drop the atomic bomb.

The Group made history on August 6, 1945, when the B-29 "Enola Gay," piloted by Paul W. Tibbets, Jr., dropped the first atomic bomb on Hiroshima, Japan. On August 9, 1945, the Group again visited the Japanese mainland and unleashed the atomic inferno upon Nagasaki. Within days, the Japanese sued for peace, ending the war.

In late 1945, the Group settled into Roswell Army Air Base, New Mexico, where it became the core of the newly formed Strategic Air Command. In August 1946, the renamed 509th Bombardment Group returned to the Pacific to participate in Operation Crossroads. During this operation, the B-29 "Dave's Dream" dropped an atomic bomb on an armada of obsolete and captured ships moored off the Bikini Atoll.

The 509th BG was assigned to the newly activated 509th Bombardment Wing at Roswell on November 17, 1947. The BW mission expanded in July 1948 when it received the 509th Air Refueling Squadron and its KB-29M, a modified B-29 which provided air-to-air refueling for bombers thus giving BW the ability to reach nearly any point on earth.

In June 1950 the wing received the B-50 and four years later, the KC-97 aerial tanker replaced the aging KB-29M. The 509th BW entered the jet age in June 1955 when it received the B-47 Stratojet, the first all-jet bomber. However, by this time the 509th BG had been inactivated and its lineage and honors transferred to the 509th BW.

In August 1958, 509th BW moved its personnel and equipment to Pease Air Force Base, New Hampshire. By 1965, the B-47s and the 509th BW were slated for retirement. SAC, however, decided to keep the bomb wing alive and equip it with B-52s and KC-135s.

The wing's association with the B-52 included two major deployments to

Andersen Air Force base, Guam, as part of the now famous Vietnam War ARC LIGHT missions. The wing began receiving the FB-111 flight bomber in December 1970 and would operate the aircraft for almost the next two decades.

In 1988 Pease was one of several Air Force installations closed as part of the Base Realignment and Closure Commission recommendation. That same year Congressman Ike Skelton announced the B-2 advanced technology bomber would be based at Whiteman. On June 1, 1992, the Air Force disestablished SAC and the

509th became part of the newly created Air Combat Command.

On September 30, 1990, the 509th BW was transferred to Whiteman and in July 1993, accepted host responsibilities for the base. During this same month the wing received its first fixed-wing aircraft, a T-38 complete with a B-2 style paint job.

On December 17, 1993, the ninetieth anniversary of Orville Wright's historic first successful, controlled, heavier than air powered flight at Kitty Hawk, North Carolina, the world's most sophisticated and advanced aircraft, the B-2 Advanced Technology Bomber, the Spirit of Missouri, arrived at Whiteman Air Force Base.

The 509th BW once again made history on September 17, 1996, when three B-2s dropped three inert GBU-36 weapons, a new, highly accurate Global Positioning System-Aided Munition, which used the GPS-Aided Targeting System.

The following month, three B-2 visited the Nellis AFB, NV target range and released sixteen 2,000-pound GBU-36 bombs from an altitude of 40,000 feet. Amazed range personnel discovered all 16 projectiles hit close enough to their targets to be confirmed as 16 kills.

This unprecedented display of airpower was quickly briefed to a gathering of senior AF operational planner who realized the key question was no longer, "how many planes are needed to destroy a target?" but rather "how many targets can one plane

destroy?"

Operation Allied Force

The B-2 first saw combat on March 23, 1999, during NATO operations in Serbia and Kosovo, the first sustained offensive combat air offensive conducted solely from US soil. Over a period of two months, the 509th generated 49 B-2 sorties flown directly from Missouri to Europe and return.

Although the B-2s accounted for only 1 percent of all NATO sorties, the aircraft's all-weather, precision capability allowed it to deliver 11 percent of the munitions used in the air campaign. The missions lasted an average of 29 hours, demonstrating the global reach of the B-2.

Operation Enduring Freedom

Following the terrorist attacks on New York City and Washington, D.C. September 11, 2001, the 509th quickly transitioned to a wartime mode by joining forces with the 314th Airlift Wing, Little Rock, Ark., and the Missouri Air National Guard's 139th Airlift Wing, St. Joseph, Mo., to send Missouri Task Force-1 to assist rescue efforts at the World Trade Center.

In October 2001 the B-2 bombers led America's strike force in Afghanistan, hitting the first targets in the country to "kick down the door" for the air campaign which followed.

The bombers again flew from Missouri to their targets before landing at a forward location in the Indian Ocean to exchange crews while the engines continued to run. The combat missions lasted more than 40 hours, with the aircraft operating continuously for more than 70 hours without incident before returning to Whiteman.

After twice proving its ability to fly combat missions from Missouri, the wing stepped up efforts to deploy the B-2 from forward locations.

By late 2002, the AF had completed special shelters for the aircraft at an overseas operating location. The shelters provided a controlled climate similar to the facilities at Whiteman for specialized work on the aircraft skin in order to maintain its stealth characteristics.

This ability to sustain operations from a forward location added a new dimension of



The crew of the Enola Gay pose before take-off on Aug. 6, 1945.

flexibility to potential air campaigns.

Operation Iraqi Freedom

The new shelters were put to use when the B-2 bombers again led a coalition air strike against the regime of Saddam Hussein, beginning on March 21, 2003. The famous "shock and awe" campaign saw unprecedented use of precision-guided munitions by the B-2 in an effort to minimize collateral damage and destroy key targets.

The campaign also marked another milestone for the 509th BW, as B-2s flew combat missions from both Whiteman AFB and a forward deployed location simultaneously.

On December 17, 2003, the world celebrated the centennial of the first powered flight by the Wright Brothers. At the same time, the 509th Bomb Wing celebrated the 10-year anniversary of the Spirit of Missouri's arrival at Whiteman.

Only a decade after delivery, the B-2 was now a proven weapon system, a veteran of three campaigns and first-ever forward deployment. In recognition of the maturity of the system and the unit, the Air Force declared the B-2 Fully Operational Capable. Since that day in 2003, the B-2's forward presence has become a reality and proved that it can deliver combat airpower, any time and any place.

The deployment to Guam, which began in February 2005, provided a continuous bomber presence in the Asia Pacific region and augmented Pacific Command's establishment of a deterrent force. The 80-day tour, the longest in the bomber's 13-year history, also marked the first B-2 deployment since the aircraft was declared fully operational.

The B-2 aircraft, as well as its Team Whiteman maintainers, remain America's "Defender Avengers." The men and women of the 509th Bomb Wing will continue to lead the way, living up to the unit motto: "Follow Us."



The meaning behind the 509th Bomb Wing patch

The significance of the 509th Bomb Wing's emblem is rich in tradition. The shield is like a family coat of arms and uses symbols to tell its story. Each symbol on the shield represents some part of the past.

First, the Air Force wings represent the branch of service but the wings are not in the familiar outstretched position.

When the ancient Greeks approached

a stranger, they raised their arms with the palms outward to show they were carrying no weapons—a sign of peace.

The 509th obtained special permission to display the wings in this configuration to show that it, too, comes in peace. Next, the words "Defensor-Vindex," (Translated: Defender-Avenger) means that its mission was, and still is, to protect and retaliate for any infringement on

that peace.

The atomic cloud burst represents two things: the fact that the 509th dropped the only two atomic bombs ever in wartime, and that it still uses atomic power as a deterrent to war and defender of peace.

Finally, the eldest son symbol shows that the wing is the oldest atomic-trained military unit in the world.





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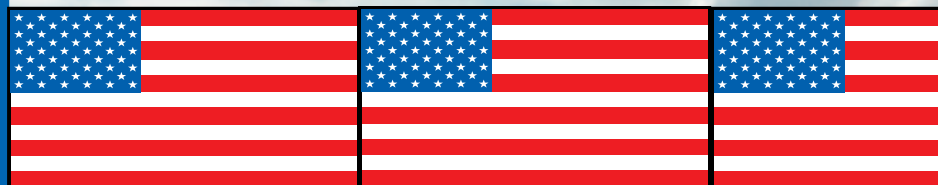
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30p

42p

Separation

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Golden Knights jump for glory

In 1959, 13 men joined together to form the Strategic Army Corps Sport Parachute Team, to compete in the then communist dominated sport of skydiving. The team performed so well that on June 1, 1961 the Army officially recognized, designated and activated the team as the U.S. Army Parachute Team.

For more than 44 years the "Golden Knights" have been wowing audiences at air shows, competitions and most recently, with high profile tandems.

The two demonstration teams travel all over the country performing aerial demonstrations at air shows and special events in support of Army recruiting goals.

The two competition teams travel, competing nationally and internationally at various skydiving competitions, continuously bring-

ing home gold, silver and bronze medals. They are the most successful U.S. Department of Defense sports team.

While the Tandem Team focuses on bringing the public closer to the Army and the sport of skydiving.

"The Tandem Team enables the Army to reach out to influential citizens and give them a taste of the professionalism, leadership and teamwork that is involved in giving them a tandem," said Lt. Colonel Dave Standridge, Commander, U.S. Army Parachute Team, "Golden Knights."

The Golden Knights not only perform at air shows, compete on an international level and perform high profile tandems they also visit high schools and work with local recruiters showing young adults what type of opportunities the Army has for them.



A-10 East Coast Demonstration Team

The East Coast A-10 Demonstration Team is one of six fighter demonstration teams sponsored by Air Combat Command of the United States Air Force. The Ninth Air Force A-10 Demonstration Team is assigned to the 23 Fighter Group, Pope Air Force Base, North Carolina.

The team has six crew chiefs assigned to provide maintenance support while the team is on the road. Normally three of these individuals travel to each show location.

The A-10 demonstration is designed to highlight the superior performance characteristics of the aircraft. The combination of high

and low speed maneuvering, rapid rolls, maximum performance climbs and descents, and simulated weapons employment vividly illustrates the Thunderbolt II's capabilities.

The A-10 Thunderbolt II is the first Air Force aircraft specifically designed to provide sustained close air support for ground forces. The A-10 is a simple, effective and survivable twin-engine jet aircraft. The A-10 has excellent maneuverability at low airspeeds and altitudes, and operates with a wide combat radius. The A-10's highly accurate weapons delivery system makes it effective against all ground targets including

tanks and other armored vehicles.

The A-10s survivability in the close air support mission greatly exceeds that of previous Air Force aircraft. The Thunderbolt II is exceptional in meeting the needs of our ground forces.

It can loiter for extended periods of time, allowing for the coordination required to employ within yards of friendly forces. The pilots train for poor weather, and can employ under 1,000-ft ceilings and with visibility as low as 1.5 miles. The A-10's rapid re-fueling and re-arming capability allow it to operate from forward bases close to the front lines.



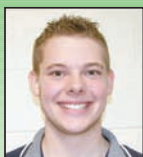
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Parts Mgr.



James Godwin
Asst. Parts Mgr.



John Fairweather
Parts Consultant



Dustin Bailey
Parts Consultant



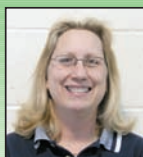
Craig Smith
Service Mgr.



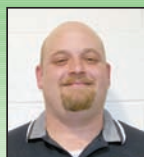
Bob Mason
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Peter Stephens
Service Consultant



Tanya Vickrey
Service Consultant



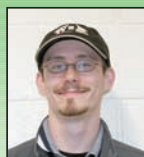
Andy Harris
Service Consultant



Kim Mertgen
Warranty Adm.



Dustin Young
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Travis Key
Service Asst.

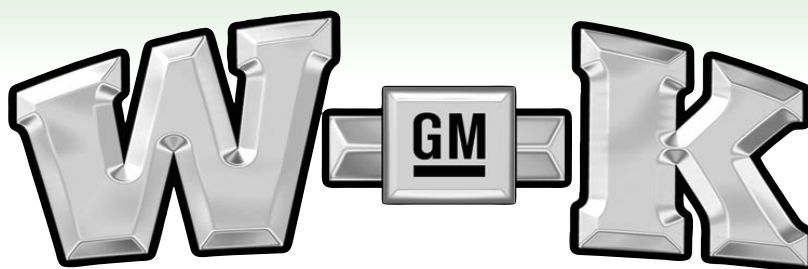
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442nd Fighter Wing

The 442nd Fighter Wing, an Air Force Reserve Command unit, also makes its home at Whiteman Air Force Base.

This wing is the only AFRC fighter unit in Missouri and the eight adjoining states.

The more than 1,000 active reservists assigned to the 442nd support, maintain or fly the A-10 Thunderbolt II, the first Air Force aircraft designed specifically for close-air support of ground forces in combat.

The A-10, also nicknamed the Warthog, is a simple, effective and survivable twin-engine jet aircraft that can be used against all ground targets, including tanks and other armored vehicles.

The average 442nd pilot has more than 2,900 flying hours with more than 1,500 hours in the A-10. The wing's pilots have flown combat missions from Desert Storm to Bosnia to Operations

Enduring Freedom and Iraqi Freedom and in aircraft as diverse as the U-2, the F-18 the C-130 and the F-117.

The wing has a long and distinguished history of service to America. From its beginnings in 1943 at the then Sedalia Army Airfield as an airborne troop carrier group during World War II, to support of Air Force contingencies today, the wing stands ready to deploy worldwide at a moment's notice to perform fighter operations day and night.

While many of the 442nd Fighter Wing men and women are currently deployed to Bagram Air Base, Afghanistan conducting daily missions in the A-10 in support of U.S. Army ground operations in that country, others in career areas as diverse as security forces, transportation and civil engineering are deployed to various locations around the world in support of contingency operations.



A-10 Thunderbolt II



Mission

The A/OA-10 Thunderbolt II is the first Air Force aircraft specially designed for close air support of ground forces. They are simple, effective and survivable twin-engine jet aircraft that can be used against all ground targets, including tanks and other armored vehicles.

Features

The A-10/OA-10 have excellent maneuverability at low air speeds and altitude, and are highly accurate weapons-delivery platforms. They can loiter near battle areas for extended periods of time and operate under 1,000-foot ceilings (303.3 meters) with 1.5-mile (2.4 kilometers) visibility. Their wide combat radius and short takeoff and landing capability permit operations in and out of locations near front lines. Using night vision goggles, A-10/OA-10 pilots can conduct their missions during darkness.

Thunderbolt IIs have Night Vision Imaging Systems (NVIS), goggle compatible single-seat cockpits forward of their wings and a large bubble canopy which provides pilots all-around vision. The pilots are protected by titanium armor that also protects parts of the flight-control system. The redundant primary structural sections allow the aircraft to enjoy better survivability during close air support than did previous aircraft.

The aircraft can survive direct hits from armor-piercing and high explosive projectiles up to 23mm. Their self-sealing fuel cells are protected by internal and external foam. Manual systems back up their redundant hydraulic flight-control systems. This permits pilots to fly and land when hydraulic power is lost.

The Thunderbolt II can be serviced and operated from bases with limited facilities near battle areas. Many of the aircraft's parts are interchangeable left and right, including the engines, main landing gear and vertical stabilizers.

Avionics equipment includes communications, inertial navigation systems, fire control and weapons delivery systems, target penetration aids and night vision goggles. Their weapons delivery systems include heads-up displays that indicate airspeed, altitude, dive angle, navigation information and weapons aiming references; a low altitude safety and targeting enhancement system (LASTE) which provides constantly computing impact point freefall ordnance delivery; and Pave Penny laser-tracking pods under the fuselage. The aircraft also have armament control panels, and infrared and electronic countermeasures to handle surface-to-air-missile threats. Installation of the Global Positioning System is currently underway for all

aircraft.

The Thunderbolt II's 30mm GAU-8/A Gatling gun can fire 3,900 rounds a minute and can defeat an array of ground targets to include tanks. Some of their other equipment includes an inertial navigation system, electronic countermeasures, target penetration aids, self-protection systems, and AGM-65 Maverick and AIM-9 Sidewinder missiles.

Background

The first production A-10A was delivered to Davis-Monthan Air Force Base, Ariz., in October 1975. It was designed specially for the close air support mission and had the ability to combine large military loads, long-loiter and wide combat radius, which proved to be vital assets to the United States and its allies during Operation Desert Storm and Operation Noble Anvil.

In the Gulf War, A-10s had a mission capable rate of 95.7 percent, flew 8,100 sorties and launched 90 percent of the AGM-65 Maverick missiles.

General Characteristics

Primary function: A-10 close air support, OA-10 - airborne forward air control
Contractor: Fairchild Republic Co.

Power plant: Two General Electric TF34-GE-100 turbofans

Thrust: 9,065 pounds each engine

Length: 53 feet, 4 inches (16.16 meters)

Height: 14 feet, 8 inches (4.42 meters)

Wingspan: 57 feet, 6 inches (17.42 meters)

Speed: 420 miles per hour (Mach 0.56)

Ceiling: 45,000 feet (13,636 meters)

Maximum takeoff weight: 51,000 pounds (22,950 kilograms)

Range: 800 miles (695 nautical miles)

Armament: One 30 mm GAU-8/A seven-barrel Gatling gun; up to 16,000 pounds (7,200 kilograms) of mixed ordnance on eight under-wing and three under-fuselage pylon stations, including 500 pound (225 kilograms) Mk-82 and 2,000 pounds (900 kilograms) Mk-84 series low/high drag bombs, incendiary cluster bombs, combined effects munitions, mine dispensing munitions, AGM-65 Maverick missiles and laser-guided/electro-optically guided bombs; infrared countermeasure flares; electronic countermeasure chaff; jammer pods; 2.75-inch (6.99 centimeters) rockets; illumination flares and AIM-9 Sidewinder missiles.

Crew: One

Date deployed: March 1976

Unit cost: \$9.8 million (fiscal 98 constant dollars)

Inventory: Active force, A-10, 143 and OA-10, 70; Reserve, A-10, 46 and OA-10, 6; ANG, A-10, 84 and OA-10, 18.

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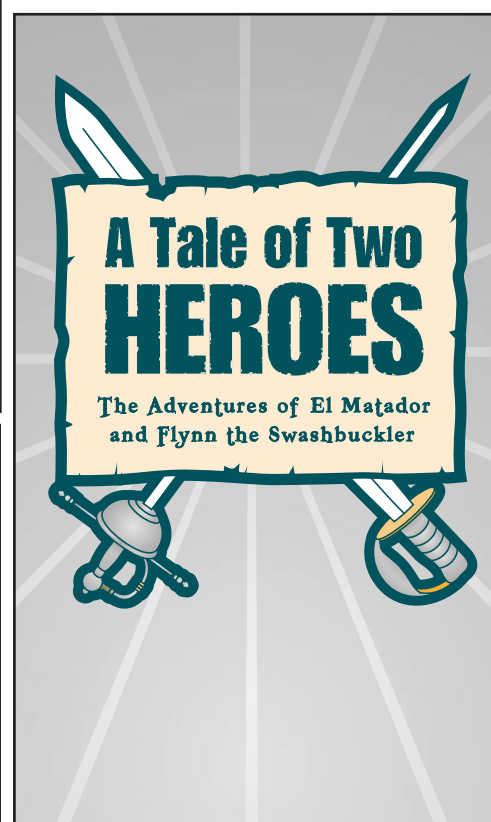


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Super Hornet Demonstration Team

TAC demo

Air shows are the best place to see a VFA-122 Super Hornet in action. The Tactical Demonstration, or "Tac Demo" team flies a two-seat F/A-18F as close to the "edge of the envelope" as safety and prudence allows. The routine highlights the Rhino's maneuverability and slow-speed handling characteristics and has been very well received around the country.

Legacy

In addition to high-performance demonstrations with a single aircraft, VFA-122 also participates in "Legacy" shows in which Super Hornets fly in formation with classic warbirds like the F-4U Corsair and F6F Hellcat. Legacy shows provide a unique comparison between where the past and present and provide some great photo opportunities.

Static displays

Even if your local airshow does not have a Tac Demo or Legacy performance, there still may be a VFA-122 Super Hornet present as a "static", or non-flying display. The public is typically allowed to approach close to the aircraft, take photos, and most likely meet the crew.



AH-64 Apache



The AH-64 Apache is The Army's heavy division/corps attack helicopter. The AH-64D Longbow remanufacture effort incorporates a millimeter wave fire control radar, radar frequency interferometer, fire-and-forget radar-guided Hellfire missile and cockpit management and digitization enhancements.

The combination of the FCR, RFI, and the advanced navigation and avionics suite of the aircraft provide increased situational awareness, lethality and survivability.

General Characteristics

Combat mission speed: 167 mph

Combat range: 300 miles


Combat endurance: 2.5 hours

Length: 49 ft 5 in

Mission weight: 16,600 lbs

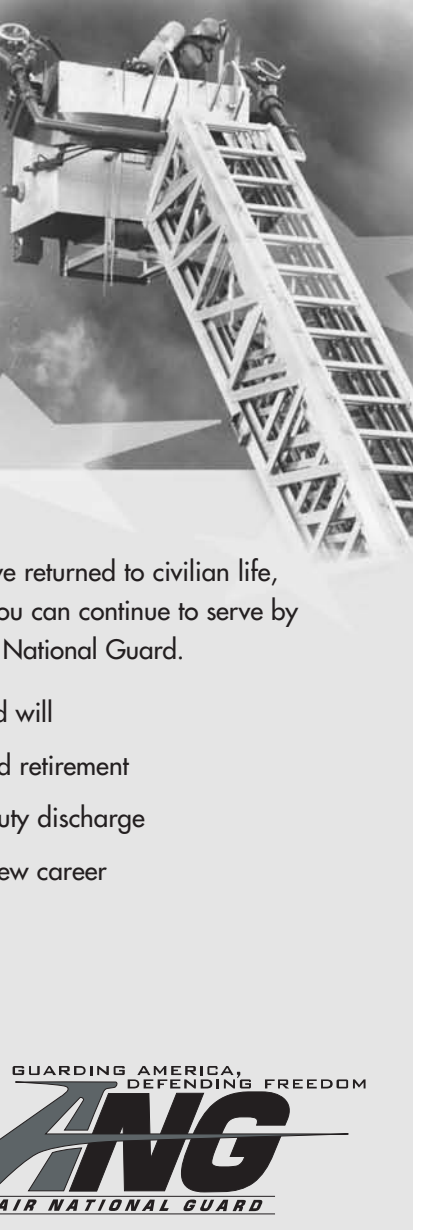
Armament: Hellfire missiles, 2.75" rockets and 30mm chain gun

Crew: 2 (pilot and co-pilot/gunner)



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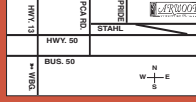
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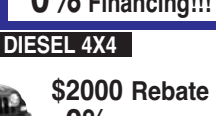
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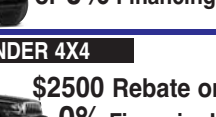
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Missouri Army National Guard

The Army National Guard is composed of a variety of units ready to respond to any emergency and to act in the defense of the nation. The 1st Battalion, 135th Aviation located at Whiteman and called the "First Attack Team," is a technically sophisticated unit with a direct combat mission.

The origin of the 1st Battalion, 135th Aviation begins in the Missouri National Guard near Warrensburg. Numbered volunteer companies served here until the creation of a new guard organization after World War I.

The unit was federalized in 1940 and underwent a number of name changes and missions. In 1947, the Headquarters Company of the 35th Division, with an aviation platoon, returned to Warrensburg. In 1968, the unit became the 635th Aviation Company. In 1978, it was given a new mission as Company D, 38th Aviation Battalion, and in 1986 the unit became the 635th Attack Helicopter Battalion. Finally in 1987, it became the 1st Battalion, 135th Aviation.

From 1929 into the 1930s, the unit drilled at Dockery Gymnasium on the campus of Central Missouri State Teachers College. In 1935, the aviation section

of Headquarters Company rented the hangar at Skyhaven Airport.

Between 1939 and the 1950s, the unit drilled at 420 Holden St. in Warrensburg, Mo.

After an accident where the building burned, a new building was built at 343 East Gay St. in 1958 where the unit remained until the opening of the Whiteman Air Force Base Armory.

In 1960, the unit searched across North-Central Missouri for a downed airliner. The unit supported civilian authorities during the Kansas City riots in 1968, and in 1973, the unit air-dropped hay to animals in Harrison County during the spring blizzard. In 1979, they assisted snow-

storm victims, and in 1993, supported operations during State Emergency Duty in the Great Flood of 1993.

The 1st Battalion, 135th Aviation vision is to modernize aircraft and further integrate with the active component to be an effective fighting force, as well as a strong resource for the governor of Missouri. The 135th also flies AH-64 Apache helicopters.



Navy Reserve

Mobile Inshore Undersea Warfare Unit 114 was commissioned on April 7, 1990, under the command of Commander Robert G. Alley, US Navy Reserve.

The unit is staffed by 12 selected Reserve officers, 52 selected Reserve enlisted members and eight active-duty enlisted members.

Two months after its commissioning, MIUWU 114 departed for its first deployment. Spending June and July 1990, at Coast Guard Station Cape Disappointment, Wash., and Fort Stevens Park, Ore., the members of MIUWU 114 learned the basics of their principal piece of equipment, the AN/TSQ-108 Radar-Sonar Surveillance Central van.

MIUWU 114 performed its second deployment in April and May 1991 in the vicinities of Sabine Pass and Port O'Connor, Texas, for a counter-narcotics operation of Joint Task Force Six and the U.S. Customs Service.

The unit's third deployment was spent at Fort Ord, Calif., and Naval Weapons Station Concord, Calif., Aug. 15-30, 1992. Participating in a defense exercise for Northern California, to validate a new doctrine for Naval Coastal Warfare.

During the unit's fourth deployment in July 27-Aug. 10, 1993. MIUWU 114 conducted counter-narcotics in support of Joint

Task Force Five, the U.S. Customs Service and the National Park Service from Olympic National Park in northwest Washington state.

The unit's fifth deployment was a JTF-6 law enforcement operation performed in Southern California, Aug. 7-21, 1994.

The unit's sixth deployment was the unit's first overseas exercise. Freedom Banner 95 was a bilateral, multi-service maritime pre-positioning force exercise conducted in Pohang, Republic of Korea in July 1995.

Deployment seven took the unit to Naval Operations Center, Kuwait, in support of a multinational exercise to improve the interoperability between coalition naval forces and the Kuwaiti coast guard.

During the eighth deployment, MIUWU 114 members traveled to Queensland, Australia, to participate in Tandem Thrust, the largest overseas movement of IUW personnel and equipment since Desert Storm.

In deployments 10-13 MIUWU 114 provided force protection for coalition naval forces in various overseas locations.

MIUWU 114 trains monthly at Naval Reserve Center Kansas City and at field locations in the Kansas City area.



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Oscar-01 Launch Control Facility



Oscar the Grouch and his 8-ton blast door guarded the entrance to the capsule. The 351st Missile Wing crews had the artwork painted because they seemed to be always conducting tours due to the site's unique on-base location. Thus, they were always "grouchy."

From 1964 to 1993, Whiteman's Oscar-01 served as command center for ten intercontinental ballistic missiles. Oscar was one of 15 such facilities that were spread out across west central Missouri.

Oscar stood out, however, as it was the only such operational site actually located on a base. Today, the site is a tribute to all Air Force members who pulled alert duty and kept the system operational during the Cold War. As such, Oscar is open to tours.

The 351st Strategic Missile Wing, Oscar's original owner, was one of the most decorated missile wings in AF history.

The ladder allowed crews and maintenance personnel to enter and exit the downstairs should the elevator malfunction. Like the elevator shaft, it is 45 feet beneath the surface of the earth.

The blast door guarded the downstairs against the effects of a nuclear blast. Even though it weighs eight tons, the 8 feet and 10-inches tall, 7 feet and 6-inches wide, and 21-feet thick the door could be opened and closed with one hand due to its large

hinges and near perfect balancing.

The launcher control equipment building housed most of the life support systems needed to keep the missile crews living and functioning in case of nuclear war. A diesel generator, ventilation system, and an air filtering device ensured the crews survived underground for up to 45 days.

Oscar the Grouch and his eight-ton blast door guarded the entrance to the capsule. Oscar's missile crews had the artwork painted because they seemed to be always conducting tours due to the site's unique on-base location.

Thus, they were always 'grouchy.' The capsule was the heart and soul

of the Minuteman II missile system. From there, the ever-present two person crews monitored their ten missiles that were an average of 3-5 miles away from Oscar. Of course, the crews could, if directed to do so, launch their missiles.

Thankfully, due to vigilance and dedication of the missile crews and support personnel of the Minuteman system, those launch orders were never issued.

Tours available

Oscar-01 Tours will be available during the air show. The hours will be 10 a.m.-1 p.m. Saturday and 12-3 p.m. Sunday. Check out pages 16-17 for the location of Oscar-01.



Courtesy photos

The ladder allowed crews and maintenance personnel to enter and exit the downstairs should the elevator malfunction. Like the elevator shaft, it is 45 feet beneath the surface of the earth. As you can see, the users received a breather in that a small platform (visible here) half-way down, gave personnel a chance to catch their breath.

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B-1B Lancer

The B-1B was first used in combat in support of operations against Iraq during Operation Desert Fox in December 1998.

In 1999, six B-1s were used in Operation Allied Force, delivering more than 20 percent of the total ordnance while flying less than 2 percent of the combat sorties. Eight B-1s were deployed in support of Operation Enduring Freedom. B-1s dropped nearly 40 percent of the total tonnage during the first six months of OEF. This included nearly 3,900 JDAMs, or 67 percent of the total.e.

General Characteristics

Primary function: Long-range, multi-role, heavy bomber

Builder: Boeing, North America Operations Air Frame and Integration: Offensive avionics, Boeing Military Airplane; defensive avionics, EDO Corporation

Power plant: Four General Electric F-101-GE-102 turbofan engine with afterburner

Thrust: 30,000-plus pounds with afterburner, per engine

Length: 146 feet (44.5 meters)

Wingspan: 137 feet (41.8 meters) extended forward, 79 feet (24.1 meters) swept aft

Height: 34 feet (10.4 meters)

Weight: Empty, approximately 190,000 pounds (86,183 kilograms)

Maximum takeoff weight: 477,000 pounds (216,634 kilograms)

Speed: 900-plus mph (Mach 1.2 at sea level)

Range: Intercontinental, unrefueled

Ceiling: More than 30,000 feet (9,144 meters)

Crew: Four (aircraft commander, copilot, and two weapon systems officers)

Armament: 24 GBU-31 GPS-aided JDAM (both Mk-84 general purpose bombs and BLU-109 penetrating bombs) or 24 Mk-84 2,000-pound general purpose bombs; 8 Mk-85 naval mines; 84 Mk-82 500-pound general purpose bombs; 84 Mk-62 500-pound naval mines; 30 CBU-87, -89, -97 cluster munitions; 30 CBU-103/104/105 WCMD, 24 AGM-158 JASSMs or 12 AGM-154 JSOWs.

B-52 Stratofortress

General Characteristics

Primary Function: Heavy bomber

Contractor: Boeing Military Airplane Co.

Power plant: Eight Pratt & Whitney engines TF33-P-3/103 turbofan

Thrust: Each engine up to 17,000 pounds

Length: 159 feet, 4 inches (48.5 meters)

Height: 40 feet, 8 inches (12.4 meters)

Wingspan: 185 feet (56.4 meters)

Speed: 650 miles per hour (Mach 0.86)

Ceiling: 50,000 feet (15,151.5 meters)

Weight: Approximately 185,000 pounds empty (83,250 kilograms)

Maximum takeoff weight: 488,000 pounds

(219,600 kilograms)

Range: Unrefueled 8,800 miles (7,652 nautical miles)

Armament: Approximately 70,000 pounds (31,500 kilograms) mixed ordnance -- bombs, mines and missiles. (Modified to carry air-launched cruise missiles)

Crew: Five (aircraft commander, pilot, radar navigator, navigator and electronic warfare officer)

Accommodations: Six ejection seats

Unit Cost: \$53.4 million (fiscal 98 constant dollars)

Date deployed: February 1955

Inventory: Active force, 85; ANG, 0; Reserve, 9



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UH-1N Huey

Features

The UH-1N is capable of flight in instrument and nighttime conditions. The crew complement is normally two (pilot and co-pilot), but may be flown single-pilot depending on weather and mission requirements. The crew complement for hoist, water and navigational operations is three, adding a flight engineer. When configured for passengers, the UH-1N can seat up to 13 people, but actual passenger loads are dependent on fuel loads and atmospheric conditions (may be less). The medical evacuation configuration can accommodate up to six litters. Without seats or litters, the cabin can carry bulky, oversized cargo. Access to the cabin is through two full-sized sliding doors.

Background

The UH-1N entered the Air Force inventory in 1970 to provide search and rescue capabilities. The missions expanded to include missile, distinguished visitor and survival school support. HH-1H's and UH-1F's supporting the missile wings were eventually replaced by the UH-1N due to the greater safety and capability offered by the twin engine. Manufactured by Bell Helicopter/Textron Inc., the UH-1N is the military version of the Bell 212, one of the more than 15 variants of the original "Huey" first designed and flown in 1956. With AFSPC, UH-1N's are

assigned to the 30th Space Wing, Vandenberg Air Force Base, Calif., the 90th Space Wing, F.E. Warren AFB, Wyo., the 341st Space Wing, Malmstrom AFB, Mont., and the 91st Space Wing, Minot AFB, N.D.

General Characteristics

Primary function: Light-lift utility

Contractor: Bell Helicopter Co.

Power plant: Two Pratt and Whitney T400-CP-400 turboshaft engines

Maximum gross weight: 10,500 pounds (4,763 kilograms)

Range: 300-plus miles

Ceiling: 15,000 feet (4,572 meters); 10,000 feet (3,048 meters) for gross weights above 10,000 pounds (4,536 kilograms)

Maximum speed: 149 mph (130 knots)

Cruise speed: 103-115 mph (90-100 knots)

Length: 57 feet, 3 inches (17.44 meters)

Width: 9 feet, 5 inches (2.87 meters)

Height: 12 feet, 10 inches (3.9 meters)

Diameter of main rotor: 48 feet (14.63 meters)

Diameter of tail rotor: 8 feet, 6 inches (2.6 meters)

Crew: Pilot with co-pilot and flight engineer, depending upon mission

Date deployed: 1970

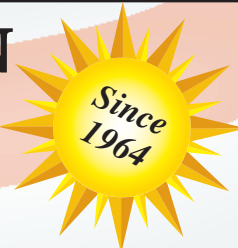
Inventory: Active force, 62; Reserve, 0; ANG, 0

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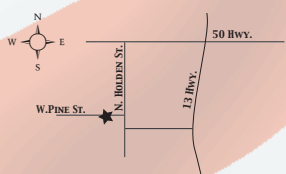
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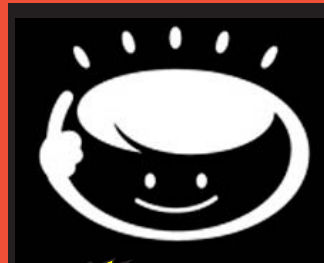
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C-21

Features

Turbofan engines are pod-mounted on the sides of the rear fuselage. The swept-back wings have hydraulically actuated, single-slotted flaps. The aircraft has a retractable tricycle landing gear, single steerable nose gear and multiple-disc hydraulic brakes.

The C-21 can carry eight passengers and 42 cubic feet (1.26 cubic meters) of cargo. The fuel capacity of the C-21 is 931 gallons (3,537.8 liters) with refueling accomplished at ground level through each wingtip tank. The safety and operational capabilities of the C-21 are increased by the autopilot, color weather radar and tactical air navigation system, as well as high frequency, very high frequency and ultra high frequency radios.

The aircraft has a crew of two and may be flown from either cockpit seat. It is equipped with an automatic navigation system to enhance crew efficiency.

Background

Delivery of the C-21 fleet began in April 1984 and was completed October 1985. DynCorp Technical Services provides full contractor logistics support at seven worldwide locations.

On April 1, 1997, all continental U.S.-based C-21s were realigned under Air Mobility Command, with the 375th Airlift Wing at Scott Air Force Base, Ill., as the lead command. C-21s stationed outside the continental United States are assigned to the theater commanders.

General Characteristics

Primary function: Passenger and cargo airlift

Prime contractor: Learjet, Inc.

Power plant: Two Garrett TFE-731-2B turbofan engines

Thrust: 3,500 pounds each engine

Length: 48 feet, 7 inches (14.71 meters)

Height: 12 feet, 3 inches (3.71 meters)

Maximum takeoff weight: 18,300 pounds (8,235 kilograms)

Wingspan: 39 feet, 6 inches (11.97 meters)

Maximum speed: 530 mph (Mach 0.81, 461 knots at 41,000 feet (12,496.8 meters)

Ceiling: 45,000 feet (13,716 meters)

Fuel capability: 931 gallons (3,537.8 liters) [1,120 gallons (4,256 liters) with ferry tanks]

Maximum range: 2,306 miles (3,689.6 kilometers)

Maximum load: Eight passengers and 3,153 pounds (1,433 kilograms) of cargo, one litter patient or five ambulatory patients

Crew: Two (pilot and co-pilot)

Aeromedical Evacuation: Adds medical crew of three (one flight nurse and two medical technicians). Minimal medical crew may be one flight nurse and one medical technician as required by the needs of patients

Date Deployed: April 1984

Unit Cost: \$3.1 million (fiscal 1996 constant dollars)

Inventory: Active forces, 74; ANG, 2; Reserve, 0



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F-16 Fighting Falcon

Features

In an air combat role, the F-16's maneuverability and combat radius (distance it can fly to enter air combat, stay, fight and return) exceed that of all potential threat fighter aircraft. It can locate targets in all weather conditions and detect low flying aircraft in radar ground clutter.

In an air-to-surface role, the F-16 can fly more than 500 miles (860 kilometers), deliver its weapons with superior accuracy, defend itself against enemy aircraft, and return to its starting point. An all-weather capability allows it to accurately deliver ordnance during non-visual bombing conditions.

In designing the F-16, advanced aerospace science and proven reliable systems from other aircraft such as the F-15 and F-111 were selected. These were combined to simplify the airplane and reduce its size, purchase price, maintenance costs and weight. The light weight of the fuselage is achieved without reducing its strength. With a full load of internal fuel, the F-16 can withstand up to nine G's -- nine times the force of gravity -- which exceeds the capability of other current fighter aircraft.

The cockpit and its bubble canopy give the pilot unobstructed forward and upward vision, and greatly improved vision over the side and to the rear. The seat-back angle was expanded from the usual 13 degrees to 30 degrees, increasing pilot comfort and gravity force tolerance. The pilot has excellent flight control of the F-16 through its "fly-by-wire" system. Electrical wires relay commands, replacing the usual

cables and linkage controls. For easy and accurate control of the aircraft during high G-force combat maneuvers, a side stick controller is used instead of the conventional center-mounted stick.

Avionics systems include a highly accurate inertial navigation system in which a computer provides steering information to the pilot. The plane has UHF and VHF radios plus an instrument landing system. It also has a warning system and modular countermeasure pods to be used against airborne or surface electronic threats.

Background

The F-16A, a single-seat model, first flew in December 1976. The first operational F-16A was delivered in January 1979 to the 388th Tactical Fighter Wing at Hill Air Force Base, Utah.

The F-16B, a two-seat model, has tandem cockpits that are about the same size as the one in the A model. Its bubble canopy extends to cover the second cockpit. To make room for the second cockpit, the forward fuselage fuel tank and avionics growth space were reduced. During training, the forward cockpit is used by a student pilot with an instructor pilot in the rear cockpit.

All F-16s delivered since November 1981 have built-in structural and wiring provisions and systems architecture that permit expansion of the multirole flexibility to perform precision strike, night attack and beyond-visual-range interception missions. This improvement program led to the F-16C and F-16D aircraft, which are the single- and two-place coun-



terparts to the F-16A/B, and incorporate the latest cockpit control and display technology. All active units and many Air National Guard and Air Force Reserve units have converted to the F-16C/D.

General Characteristics

Primary function: Multirole fighter

Builder: Lockheed Martin Corp.

Power plant: F-16C/D: one Pratt and Whitney F100-PW-200/220/229 or General Electric F110-GE-100/129

Thrust: F-16C/D, 27,000 pounds

Length: 49 feet, 5 inches (14.8 meters)

Height: 16 feet (4.8 meters)

Wingspan: 32 feet, 8 inches (9.8 meters)

Speed: 1,500 mph (Mach 2 at altitude)

Ceiling: Above 50,000 feet (15 kilo-

meters)

Maximum takeoff weight: 37,500 pounds (16,875 kilograms)

Range: More than 2,000 miles ferry range (1,740 nautical miles)

Armament: One M-61A1 20mm multibarrel cannon with 500 rounds; external stations can carry up to six air-to-air missiles, conventional air-to-air and air-to-surface munitions and electronic countermeasure pods

Unit cost: F-16A/B, \$14.6 million (fiscal 98 constant dollars); F-16C/D, \$18.8 million (fiscal 98 constant dollars)

Crew: F-16C, one; F-16D, one or two

Date deployed: January 1979

Inventory: Active force, F-16C/D, 738; Reserve, F-16C/D, 69; and Air National Guard, F-16C/D, 473

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F-15 Eagle

Features

The Eagle's air superiority is achieved through a mixture of unprecedented maneuverability and acceleration, range, weapons and avionics. It can penetrate enemy defense and outperform and outfight any current enemy aircraft.

The F-15 has electronic systems and weaponry to detect, acquire, track and attack enemy aircraft while operating in friendly or enemy-controlled airspace. The weapons and flight control systems are designed so one person can safely and effectively perform air-to-air combat.

The F-15's superior maneuverability and acceleration are achieved through high engine thrust-to-weight ratio and low wing loading. Low wing-loading (the ratio of aircraft weight to its wing area) is a vital factor in maneuverability and, combined with the high thrust-to-weight ratio, enables the aircraft to turn tightly without losing airspeed.

A multimission avionics system sets the F-15 apart from other fighter aircraft. It includes a head-up display, advanced radar, inertial navigation system, flight instruments, ultrahigh frequency communications, tactical navigation system and instrument landing system. It also has an internally mounted, tactical electronic-warfare system, "identification friend or foe" system, electronic countermeasures set and a central digital computer.

Background

The first F-15A flight was made in July 1972, and the first flight of the two-seat F-15B (formerly TF-15A) trainer was made in

July 1973. The first Eagle (F-15B) was delivered in November 1974. In January 1976, the first Eagle destined for a combat squadron was delivered.

The single-seat F-15C and two-seat F-15D models entered the Air Force inventory beginning in 1979. These new models have Production Eagle Package (PEP 2000) improvements, including 2,000 pounds (900 kilograms) of additional internal fuel, provision for carrying exterior conformal fuel tanks and increased maximum takeoff weight of up to 68,000 pounds (30,600 kilograms).

The F-15 Multistage Improvement Program was initiated in February 1983, with the first production MSIP F-15C produced in 1985. Improvements included an upgraded central computer; a Programmable Armament Control Set, allowing for advanced versions of the AIM-7, AIM-9, and AIM-120A missiles; and an expanded Tactical Electronic Warfare System that provides improvements to the ALR-56C radar warning receiver and ALQ-135 countermeasure set. The final 43 included a Hughes APG-70 radar.

F-15C, D and E models were deployed to the Persian Gulf in 1991 in support of Operation Desert Storm where they proved their superior combat capability. F-15C fighters accounted for 34 of the 37 Air Force air-to-air victories. F-15E's were operated mainly at night, hunting SCUD missile launchers and artillery sites using the LANTIRN system.

They have since been deployed for air expeditionary force deployments and operations Southern Watch (no-fly zone in Southern Iraq), Provide Comfort in Turkey, Allied



Force in Bosnia, Enduring Freedom in Afghanistan and Iraqi Freedom in Iraq.

General Characteristics

Primary function: Tactical fighter

Contractor: McDonnell Douglas Corp.

Power plant: Two Pratt & Whitney F100-PW-100, 220 or 229 turbofan engines with afterburners

Thrust: (C/D models) 23,450 pounds each engine

Wing span: 42.8 feet (13 meters)

Length: 63.8 feet (19.44 meters)

Height: 18.5 feet (5.6 meters)

Speed: 1,875 mph (Mach 2.5 plus)

Maximum takeoff weight: (C/D mod-

els) 68,000 pounds (30,844 kilograms)

Ceiling: 65,000 feet (19,812 meters)

Range: 3,450 miles (3,000 nautical miles) ferry range with conformal fuel tanks and three external fuel tanks

Crew: F-15A/C: one. F-15B/D/E: two

Armament: One internally mounted M-61A1 20mm 20-mm, six-barrel cannon with 940 rounds of ammunition; four AIM-9L/M Sidewinder and four AIM-7F/M Sparrow air-to-air missiles, or eight AIM-120 AMRAAMs, carried externally.

Unit Cost: A/B models - \$27.9 million (fiscal 98 constant dollars); C/D models - \$29.9 million (fiscal 98 constant dollars)

Inventory: Active force, 396; Reserve, 0; ANG, 126.



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E-3 Sentry

General Characteristics

Primary function: Airborne surveillance, command, control and communications

Builder: Boeing Aerospace Co.

Power plant: Four Pratt and Whitney TF33-PW-100A turbofan engines

Thrust: 21,000 pounds (9,450 kilograms) each engine

Length: 145 feet, 8 inches (44 meters)

Wingspan: 130 feet, 10 inches (39.7 meters)

Height: 41 feet, 4 inches (12.5 meters)

Rotodome: 30 feet in diameter (9.1 meters), 6 feet thick (1.8 meters), mounted 11 feet (3.33 meters) above fuselage

Speed: Optimum cruise 360 mph (Mach 0.48)

Ceiling: Above 29,000 feet (8,788 meters)

Maximum takeoff weight: 347,000 pounds (156,150 kilograms)

Endurance: More than 8 hours (unrefueled)

Unit cost: \$270 million (fiscal 98 constant dollars)

Crew: Flight crew of four plus mission crew of 13-19 specialists (mission crew size varies according to mission)

Date deployed: March 1977

Inventory: Active force, 33 (1 test); Reserve, 0; Guard, 0



T-37 Tweet

Mission

The T-37B Tweet is a twin-engine jet used for training joint specialized undergraduate pilot training students in fundamentals of aircraft handling, and instrument, formation and night flying.

Features

The twin engines and flying characteristics of the T-37B give student pilots the feel for handling the larger, faster T-38 Talon or T-1A Jayhawk later in the JSUPT. The instructor and student sit side by side for more effective training.

General Characteristics

Primary function: Primary trainer in joint specialized undergraduate pilot training

Builder: Cessna Aircraft Co.

Power plant: Two Continental J69-T-25 turbojet engines

Thrust: 1,025 pounds (461.25 kilograms), each engine

Length: 29 feet, 3 inches (8.9 meters)

Height: 9 feet, 2 inches (2.8 meters)

Maximum takeoff weight: 6,625 pounds (2,981 kilograms)

Wingspan: 33 feet, 8 inches (10.2 meters)

Speed: 360 mph (Mach 0.4 at sea level)

Ceiling: 35,000 feet (10.6 kilometers)

Range: 460 miles

Armament: None

Unit Cost: \$164,854

Crew: Two – student pilot and instructor pilot

Date Deployed: December 1956

Inventory: Active force, 419; ANG, 0; Reserve, 0



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T-1 Jayhawk

Mission

The T-1A Jayhawk is a medium-range, twin-engine jet trainer used in the advanced phase of specialized undergraduate pilot training for students selected to fly airlift or tanker aircraft. It is also used to support navigator training for the U.S. Air Force, Navy, Marine Corps and international services.

Features

The swept-wing T-1A is a military version of the Beech 400A. It has cockpit seating for an instructor and two students and is powered by twin turbofan engines capable of an operating speed of Mach .78. The T-1A differs from its commercial counterpart with structural enhancements that provide for increased bird strike resistance and an additional fuselage fuel tank.

Background

The first T-1A was delivered to Reese Air Force Base, Texas, in January 1992, and student training began in 1993.

Since the late 1950s, Air Force undergraduate pilot training students have trained in two aircraft: the T-37 Tweet, the primary trainer, and the T-38 Talon, the advanced trainer. With the introduction of specialized undergraduate pilot training in 1993, students continue to receive their primary flying training in the T-37, but the advanced phase was tailored for students' follow-on assignments.

Advanced training for students identified to go into airlift or tanker aircraft is conducted in the T-1A. Those selected for bombers and fighters receive their advanced training in the T-38.

The T-1A is used at Columbus AFB, Miss., Laughlin AFB, Texas, and Vance AFB, Okla. It is also used at Randolph AFB, Texas, to train instructor pilots and at Naval Air Station Pensacola, Fla., for navigation training.

General Characteristics

Primary function: Advanced trainer for airlift and tanker pilots

Builder: Raytheon Corp. (Beech)

Power plant: Two Pratt and Whitney JT15D-5B turbofan engines

Thrust: 2,900 pounds each engine

Length: 48 feet, 5 inches (14.75 meters)

Height: 13 feet, 11 inches (4.24 meters)

Wingspan: 43 feet, 6 inches (13.25 meters)

Maximum speed: 538 miles per hour (Mach .78)

Ceiling: 41,000 feet (12,500 meters)

Maximum takeoff weight: 16,100 pounds (7,303 kilograms)

Range: 2,222 nautical miles (2,900nm flying long-range cruise)

Armament: None

Crew: Three (pilot, co-pilot, instructor pilot)

Date deployed: February 1992

Unit cost: \$4.1 million

Inventory: Active force, 179; ANG, 0; Reserve, 0



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KC-135 Stratotanker

Mission

The KC-135 Stratotanker's principal mission is air refueling. This unique asset greatly enhances the Air Force's capability to accomplish its primary missions of Global Reach and Global Power.

It also provides aerial refueling support to Air Force, Navy and Marine Corps aircraft as well as aircraft of allied nations. The KC-135 is also capable of transporting litter and ambulatory patients using patient support pallets during aeromedical evacuations.

Features

Four turbofans, mounted under 35-degree swept wings, power the KC-135 to takeoffs at gross weights up to 322,500 pounds (146,285 kilograms). Nearly all internal fuel can be pumped through the flying boom, the KC-135's primary fuel transfer method.

A special shuttlecock-shaped drogue, attached to and trailing behind the flying boom, may be used to refuel aircraft fitted with probes. Some aircraft have been configured with the Multipoint Refueling System or MPRS. MPRS configured aircraft are capable of refueling two receiver aircraft simultaneously from special "pods" mounted on the wingtips.

One crewmember, known as the boom operator, is stationed in the rear of the plane and controls the boom during in-flight air refueling. A cargo deck above the refueling system can hold a mixed load of passengers and cargo. Depending on fuel storage configuration, the KC-135 can carry up to 83,000 pounds (37,648 kilograms) of cargo.

Background

Air Mobility Command manages more

than 490 total aircraft inventory Stratotankers, of which the Air Force Reserve and Air National Guard fly 271 of those in support of AMC's mission.

The Boeing Company's model 367-80 was the basic design for the commercial 707 passenger plane as well as the KC-135A Stratotanker. In 1954 the Air Force purchased the first 29 of its future 732-plane fleet. The first aircraft flew in August 1956 and the initial production Stratotanker was delivered to Castle Air Force Base, Calif., in June 1957. The last KC-135 was delivered to the Air Force in 1965.

Of the original KC-135A's, more than 410 have been modified with new CFM-56 engines produced by CFM-International. The re-engined tanker, designated either the KC-135R or KC-135T, can offload 50 percent more fuel, is 25 percent more fuel efficient, costs 25 percent less to operate and is 96 percent quieter than the KC-135A.

Through the years, the KC-135 has been altered to do other jobs ranging from flying command post missions to reconnaissance. KC-135s are used for special reconnaissance and Air Force Materiel Command's NKC-135A's are flown in test programs. Air Combat Command operates the OC-135 as an observation platform in compliance with the Open Skies Treaty.

In Southeast Asia, KC-135 Stratotankers made the air war different from all previous aerial conflicts. Midair refueling brought far-flung bombing targets within reach. Combat aircraft, no longer limited by fuel supplies, were able to spend more time in target areas.

Over the next few years, the aircraft will undergo upgrades to expand its capabilities and improve its reliability. Among these are improved communications, navigation and surveillance equipment to meet future civil



air traffic control needs.

General Characteristics

Primary Function: Aerial refueling and airlift

Prime Contractor: The Boeing Company

Power plant: KC-135R/T, CFM International CFM-56 turbofan engines; KC-135E, Pratt and Whitney TF-33-PW-102 turbofan engines

Thrust: KC-135R, 21,634 pounds each engine; KC-135E, 18,000 pounds each engine

Wingspan: 130 feet, 10 inches (39.88 meters)

Length: 136 feet, 3 inches (41.53 meters)

Height: 41 feet, 8 inches (12.7 meters)

Speed: 530 miles per hour at 30,000 feet (9,144 meters)

Ceiling: 50,000 feet (15,240 meters)

Range: 1,500 miles (2,419 kilometers) with 150,000 pounds (68,039 kilograms) of transfer fuel; ferry mission, up to 11,015

miles (17,766 kilometers)

Maximum takeoff weight: 322,500 pounds (146,285 kilograms)

Maximum transfer fuel load: 200,000 pounds (90,719 kilograms)

Maximum cargo capability: 83,000 pounds (37,648 kilograms), 37 passengers
Pallet Positions: 6

Crew: Three: pilot, co-pilot and boom operator. Some KC-135 missions require the addition of a navigator. The Air Force has a limited number of navigator suites that can be installed for unique missions.

Aeromedical evacuation crew: A basic crew of five (two flight nurses and three medical technicians) is added for aeromedical evacuation missions. Medical crew may be altered as required by the needs of patients.

Unit Cost: \$39.6 million (FY98 constant dollars)

Date deployed: August 1956

Inventory: Active duty, 235; Air National Guard, 220; Air Force Reserve, 75

Happy Father's Day



T-38 Talon

Mission

The T-38A Talon is a twin-engine, high-altitude, supersonic jet trainer used in a variety of roles because of its design, economy of operations, ease of maintenance, high performance and exceptional safety record.

Air Education and Training Command is the primary user of the T-38A for joint specialized undergraduate pilot training. Air Combat Command, Air Force Materiel Command and the National Aeronautics and Space Administration also use the T-38A in various roles.

Features

The T-38A has swept wings, a streamlined fuselage and tricycle landing gear with a steerable nose wheel.

Two independent hydraulic systems power the ailerons, rudder and other flight control surfaces. Critical aircraft components are waist high and can be easily reached by maintenance crews.

The T-38C incorporates a "glass cockpit" with integrated avionics displays, head-up display and an electronic "no drop bomb" scoring system. The AT-38B has a gun sight and practice bomb dispenser.

The T-38 needs as little as 2,300 feet (695.2 meters) of runway to take off and can climb from sea level to nearly 30,000 feet (9,068 meters) in one minute.

T-38s modified by the propulsion modernization program have approximately 19 percent more thrust, reducing takeoff distance by 9 percent.

Background

Air Education and Training Command uses the T-38C and the AT-38B (modified T-38A) to prepare pilots for front-line fighter and bomber aircraft such as the F-15E Strike Eagle, F-15C Eagle, F-16 Fighting Falcon, B-1B Lancer, A-10 Warthog and F/A-22 Raptor.

The Talon first flew in 1959. More than 1,100 were delivered to the Air Force between 1961 and 1972 when production ended. As the T-38 fleet has aged, specific airframe, engine and system components have been modified or replaced. Pacer Classic is the name given to a sustainment program that integrates essential modifications, and includes major structural replacements into one process.

AETC began receiving T-38C models in 2001 as part of the Avionics Upgrade Program. T-38C models will also undergo a propulsion modernization program which replaces major engine components to enhance reliability and maintainability, and an engine inlet/injector modification to increase available takeoff thrust. These upgrades and modifications, with the Pacer Classic program, should extend the service life of T-38s to 2020.

Test pilots and flight test engineers are trained in T-38s at the U.S. Air Force Test Pilot School at Edwards Air Force Base, Calif. Air Force Materiel Command uses the T-38 to test experimental equipment such as electrical and weapon systems.

Pilots from most North Atlantic Treaty Organization countries train in the T-38 at Sheppard AFB, Texas, through the Euro-NATO Joint Jet Pilot Training Program.



The National Aeronautics and Space Administration uses T-38 aircraft as trainers for astronauts and as observers and chase planes on programs such as the space shuttle.

General Characteristics

Primary Function: Advanced jet pilot trainer

Builder: Northrop Corp.

Power plant: Two General Electric J85-GE-5 turbojet engines with afterburners

Thrust: 2,050 pounds dry thrust; 2,900 with afterburners

Thrust: 2,200 pounds dry thrust; 3,300 with afterburners

Length: 46 feet, 4 inches (14 meters)

Height: 12 feet, 10 inches (3.8 meters)

Wingspan: 25 feet, 3 inches (7.6 meters)

Speed: 812 mph (Mach 1.08 at sea level)

Ceiling: Above 55,000 feet (16,764 meters)

Maximum takeoff weight: 12,093 pounds (5,485 kilograms)

Range: 1,093 miles

Armament: T-38A/C: none; AT-38B: provisions for practice bomb dispenser

Unit Cost: \$756,000 (1961 constant dollars)

Crew: Two, student and instructor

Date deployed: March 1961

Inventory: Active force, 509; ANG, 0; Reserve 0



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to work with families with history of child abuse and/or neglect in our Warrensburg office. Minimum - BA in social work/related field and 3 years experience in child protection, crisis intervention or in-home work required. Experience with Missouri Intensive In-home program preferred. Position involves travel in Cass and Johnson County, MO and being available by pager 24/7.
Qualified applicants should send resume to
Gillis, 118 Hout Street Ste. B, Warrensburg, MO 64093
Fax: 660-429-4117 or email gillishr@gillis.org.
EOE / Post-Offer Drug Screen / Must be 21

Help Wanted 90

To place a classified ad, call one of our ad visors today at 826-1001.

*Spirit Times
Classifieds
continued on
next page*

*Spirit Times
Classifieds from
preceding page*

Help Wanted 90

Medical

LPN, CNAs & NURSE ASSISTANTS

Taking applications
between 8 am and 3pm
Mon-Fri at

**Lutheran Nursing Home,
202 S West St.
Call 660-463-2267**

for interview appointment.
EOE/Random
Drug Testing.

NEW TODAY

Paralegal

**Legal Secretary/
Paralegal**

Immediate full-time opening for a detail-oriented professional with at least 2 years Legal experience & running an office. Send resume with references to Dept. #4882, c/o Sedalia Democrat, PO Box 848, Sedalia, 65302.

Business Opportunity 99

ARE YOU MAKING \$1710 per week? All cash vending routes with prime locations available now! Under \$9000 investment required. Call toll free (24-7) 1-888-344-4521 fa.

Misc. For Sale 135

1/2 HP SEARS Craftsman Garage door opener with remote \$50. Kenwood home stereo receiver with 5 disc CD changer, \$75. 660-441-2867 or 660-441-2866 if interested. sa

Pets & Supplies 117

Misc. For Sale 135

COFFEE TABLE- \$25; Computer desk- \$45; Video games, PS2- \$10 each; Collectible swords and knives \$3-\$50; Entertainment center with curio and lights, very nice- \$300 or best offer. Wanted: Used push mower with bagger. Call 660-563-5774. sa

DELL COMPUTER DESKTOP 2.4 GHZ, hard drive 2 years old- \$150; Monitor, mouse, keyboard & accessories- \$75; Computer desk- \$60; Deluxe computer chair- \$60. Complete package \$325. Call 660-563-5774 or 864-3645. sa

MURRAY 6.5 HP self-propelled lawn mower with bagging system. Excellent condition- \$200 or best offer. Call 816-875-4445. sa

New mattress sets: Twin \$99.99 full \$129.99, queen \$179.99, king \$249.99 queen pillow top \$249.99; 3 piece living room set- \$599. **Dutch Kountry Market**, 660-563-2941 10340 50 Hwy

NEW, Out of the box, universal dual stroller. Green/tan, never used, \$120. Eddie Bauer infant carrier, green/tan, \$20. Call 660-909-5755. sa

OAK ENTERTAINMENT CENTER. Fits 35" TV- \$150; Stereo cabinet, glass doors and interior lights- \$100. Call 660-747-9492 or ambauer@hughes.net, pics available. sa

Lawn & Garden 174

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FULL YARD SERVICE
Base Yards Start at \$20
FREE ESTIMATES!
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Quality, Dependable Work
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Pets & Supplies 117

Lawn & Garden 174

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LAWN CARE**
**Serving Whiteman/
Knob/Warrensburg**
Free Estimates
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or 660-563-1801**

Wanted To Buy 183

CASH PAID for good used furniture, or will buy entire estates. 660-747-9664 leave message if no answer.

Storage Space For Rent 195

**North Port
Storage**

660-624-0333

*Call between 8am-5pm
Mon. - Fri.*

New Storage at
a Reasonable Price!
5 Sizes to Choose from.
*Just North of the WAFB
Knob Noster Gate.*

Apartments For Rent 207

**1 BR, 1 Bath, 800 ft.
2 BR, 2 Bath, 1100 ft.
Winchester West
Condominium Apts.**
• Garages Available •
Washer, dryer, range,
dishwasher & refrig. with
ice maker furnished.
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balcony. On site manager
& secured buildings.
West of Wal-Mart.
Managed by Show Me
Real Estate Agency.
**Call 826-3663
or 660-620-2280**

Pets & Supplies 117

Apartments For Rent 207

2 BEDROOM APT In Knob Noster. 303 S. State Street, window air, newly remodeled, laundry facilities included, water paid. 12x30 garage. \$360 per month. \$360 deposit required. NO PETS. 660-563-3970 or 660-441-0638. Available 1st week of July

2 BR APT for rent in Knob Noster, MO. 410 McPhearson. Window air, \$360/month + utilities + deposit which includes 12x30 garage, available July 1st. No pets. 660-441-0638 or 660-441-0653.

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to reserve or inquire.

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\$405⁰⁰ & up
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2 miles from WAFB
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Apartments For Rent 207

STUDIO APT IN KNOB NOSTER: Newly remodeled. Laundry facilities. \$360 per month plus deposit. 12x30 garage & utilities included. Available 1st of July. Call 660-563-3970 or 660-441-0638 or 660-441-0653

Houses For Rent 209

FREE SECURITY DEPOSIT! 1 & 2 Bedrooms Warrensburg: \$359 & up. Laundry, off street parking, some utilities included. Call 660-429-6455

NEW HOUSES FOR RENT Also Upscale Townhomes, Apartments, and Spacious Duplexes with garages & openers. Call Mike at 816-215-5260.

WINDSOR: 3 Bedroom, air conditioned, garbage disposal, 2 garages, utility room, fenced yard, some appliances, \$500 per month plus deposit & references. Call 660-647-2728

Duplexes For Rent 210

\$400 MOVE IN SPECIAL!
Brand New 3 BR duplex, 2 baths, garage, all electric appliances, beautiful view. Whiteman Villages, Call Stacy at A-Plus 660-429-6042

Apartments For Rent 207

<p>BROOKSIDE Apartments</p> <ul style="list-style-type: none"> • Spacious, Luxurious 1 & 2 Bedrooms • All Kitchen Appliances • Dishwashers • Fireplace • Pool • Balcony • Ceiling Fans • Central A/C • Water/Sewer/Trash Paid; All Electric <p>660-747-6061 612 S. Main #7 Warrensburg, MO 64093 Easy Access to W.A.F.B.</p>	<p>DELLWOOD Apartments</p> <ul style="list-style-type: none"> • 2 Blocks to Campus • Large, Comfortable Rooms • Many have Two Balconies • Large Eat-in Kitchen in 2 Bedrooms • Ceiling Fans • Central A/C • Pool <p>660-429-6366 514 Anderson #D Warrensburg, MO 64093</p>
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Duplexes For Rent 210

2 BEDROOM 1 BATH in Knob Noster, large yard with shed. Available now! \$300 per month + deposit. Call 660-563-4298

RANCH STYLE in LaMonte 2 BR 1 bath, kitchen, living room, utility room, refrigerator, stove, washer & dryer. \$435 rent + \$350 deposit. Available now! Call 660-287-3709. www.sedaliarentals.com

Townhouses For Rent 213

NEW TO SEDALIA: 1450 sq. ft. 3 BR 2 bath, 1-level, central air, all appliances + washer & dryer, garage & security systems. No smoking or pets. By Shopping Center, College & Restaurants. 14 minutes from Whiteman. (Military discounts). 660-826-4509.

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Apartments For Rent 207

**Mobile Homes
For Sale 237**

**16x80 3 BR 2 bath,
near WAFB.**
**Financing provided with
a small down payment.**
**Lots & Storage Units
also available.**
Call Lee
660-238-2160.

Houses For Sale 249

BY OWNER: 1308 W. 11th, Sedalia. One owner, 3 BR, 2 baths, full basement with storm shelter, kitchen with dining area, gas fireplace, alarm system, central vacuum, all appliances. Double car attached garage & 2 car detached garage with patio. Storage shed & privacy fenced back yard. Reduced 10% from original asking price. \$157,500. Call 660-826-7677

BY OWNER: 211 Sellman, Warrensburg. Finished split level, 1850 sq. ft. 3 bedroom, 2.5 baths. Over \$6000 in improvements. Great location. Move in ready. Call (816)686-6983

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Spotlight of the Week: Joyce & Tim Scheer

BEAUTIFUL CUSTOM HOME on 10 acres. Fresh paint and trim. New landscaping being done. Woodstove on main and whole house heat insert in the basement family room, 2 car basement garage with dual garage door openers and a storm shelter. Must see to believe. Property partly fenced. We have just reduced price! Now a better value than ever. Knob Noster. \$238,000

100 SCENIC ROLLING ACRES just outside of Windsor, fenced, ready for your horses or cattle. The home has been recently remodeled and has real hardwood floors, custom built kitchen cabinets. A must see. Call today. Windsor \$269,000

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VILLAGES @ WHITEMAN. Private back yard is one amenity of this 3 bedroom ranch. Bright cheery eat-in kitchen with range and dishwasher. Don't miss this one @ \$124,900
 MLS #30557 \$124,900

NEARLY NEW custom cabinets, range, dishwasher, refrigerator, washer and dryer included in this well appointed 3 bedroom ranch on large lot.
 MLS #30520 \$129,900

HOME BUYERS WARRANTY being offered with this home maintained 4 bedrooms, 3 bathrooms, dining room, family room in the back yard. Motivated seller.
 Price Reduced To \$158,900
 MLS #30357 \$159,900

DO YOU WANT SPACE? Both inside and out? 3 ACRES with this 1700 sq. ft. ranch. Very large kitchen with many custom cabinets and solid surface counter tops.
 MLS #29652 \$159,900

3 BEDROOMS AND BONUS ROOM and a full basement for further expansion make this a real family home in Twin Oaks Estates. Plus more space in the 1/2 acre yard!
 MLS #30643 \$169,900

FOR THE LARGER FAMILY 5 bedrooms, 3.5 baths in Brookside Place. Very large home in excellent subdivision. Full finished basement.
 MLS #30677 \$224,900

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Irish Lane
 Knob Noster, MO

Houses For Sale 249 Houses For Sale 249

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 Warrensburg
 Pat Harclerode, GRI Broker/Manager Each Office Independently Owned and Operated
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GREAT HOME and the price is nice too. \$169,000 home w/large detached garage + more. Jerry 909-3875

PICTURE YOURSELF in this 3 bdrm., 2 bath, fenced yard in cul de sac. \$119,900. Call J.A. 238-7721

MOVE IN READY & you'll like the price. Over 2400 sq. ft. 3 bdrms., 3 baths. Call Pat 909-5922

RIGHT TIME, RIGHT PLACE, RIGHT PRICE. 3 bdrm., 2 bath on 1 acre. \$70,000. Stan 238-1846

THE KEY IS YOURS for only \$72,500. Ranch home w/sun room, mature trees. Sallie 441-5406

2 BDRM. INVESTMENT HOMES in Lexington. Each rents for \$430 per month. Mark 909-2211

Price Reduced \$290,000

Located at 13057 Brockman Rd., LaMonte, MO.

Take 50 Hwy. to Lamonte, Hwy. 127 North 8 Miles. Watch for signs on right

MLS# 42524 Mini Horse Ranch on 18 Acres M/L. 1 1/2 Acre stocked pond, completely fenced. Over 3,000 sq. ft. m/l with finished basement, 4 BR, 3 Full BA, cathedral ceiling with pine paneling, quality craftsmanship throughout! Custom oak cabinets, wood stove, one car garage. Outbuildings include 56x50 heated workshop w/cement slab, 35x30 barn w/tack room and loft, riding arena/corral.

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Houses For Sale 249 Houses For Sale 249

KEY REALTY MLS TOLL FREE 1-800-343-7043
 747-7043 (by University Inn) Agents available to answer until 10 p.m.

TRUE RANCH!
 Ideal location in Southwest Estates, 4 bedrooms + office. Low 130's

\$137,500 WARRENSBURG SCHOOLS, convenient to WAFB, nice corner lot, side entry garage. Better than new.

NEW LISTING: "LIKE NEW"
 4 bedrooms, 3 baths, 3 car garage, wooded, private, pond, and backs up to Lake Tawnya. How much more could you want? Call Key for info.

DELIGHTFUL: Large new home (1900 sq. ft.), cedar deck, finished basement, hardwood, tile, upgraded kitchen, great master suite. Now only \$159,900!

LOVELY 3 BEDROOM, 2 bath home on nice corner lot. Large walk-in closets in master suite, woodburning fireplace and a wonderful subdivision with easy access to Hwy. 50. Don't miss out on this one! Call today!!

\$138,500 SAVANNAH COMMONS. Immaculate 3 bedrooms, 2.5 baths, very nice upgrades.

1223 PEMBROOKE: 5+ bedrooms, finished walkout basement, 3 car garage. Lake view!!

VISIT OUR WEBSITE FOR VIRTUAL TOURS!
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SEE ALL OF OUR HOMES on www.keyrealtywarrensburg.com
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Houses For Sale 249

OPEN HOUSE
 1-3pm
 Saturday, June 17
 303 County Line Road, Windsor, MO

4 BR 2 bath, family room, dining room, new kitchen, new dishwasher, beautiful hardwood floors, new vinyl, big yard, 2 blocks from park.

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Lots For Sale 264

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 Own a lot for \$4,750. Water and electric available, \$95 down and \$59 per month. For camping, mobile homes, building or own for investment. Other lots \$1,450 to \$3,850 - \$49 down. AL-SO, small acreage tracts \$6,950, 3+ acre tracts \$9,850, \$195 down, \$73.50 to \$129 per month. No credit checks, owner financing. Lake access and boat ramps. Sale ends June 26th. Between Stover and Sunrise Beach, MO. Lake Road 135-12 black top to Ivy Bend Office. Open 7 days until 5 pm. Call till 7 pm 573-372-6493

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MSRP \$29,432 **\$21,399** After \$2000 Rebate \$1500 Down Payment Bonus Cash \$750 P2P Bonus Cash*

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